

Today's
Advertisements.THEATRE ROYAL
CITY HALL.Under the direction of Mr. ROBERT BROUGH.
Representative—Mr. HAMILTON.THIS EVENING.
(SATURDAY), the 19th March, 1898,
Commencing at 9 P.M.

BROUGH COMEDY COMPANY.

THIS EVENING AT 9.
Positively LAST PRODUCTION OF
"NIOBE."A Mythological Farce Comedy, by
H. & E. PAULSON.MONDAY and TUESDAY,
21st and 22nd March."THE IMPORTANCE OF BEING
EARNEST.""THE IMPORTANCE OF BEING
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EARNEST."

By OSCAR WILDE.

WEDNESDAY and THURSDAY,
23rd and 24th March.

"THE SECOND MRS. TANQUERAY."

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By A. W. PINERO.

PRICES OF ADMISSION.
DRESS CIRCLE and ORCHESTRA STALLS \$1
STALLS \$0.50
PIT \$0.25Soldiers and Sailors in Uniform Half Price
to the Pit only.Doors open 8.15 P.M. Curtain 9 P.M.
Box Plan now open at the ROBINSON Piano
Co's Warehouse, where seats can be booked
(and the tickets obtained) six nights in advance.
A Late Train for the Peak will leave each
evening fifteen minutes after the termination
of the performance.

Hongkong, 19th March, 1898. [320]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL
MEETING of the MEMBERS of the
CLUB will be held in the CLUB HOUSE on
WEDNESDAY, the 24th MARCH, 1898, at 6
P.M., for the purpose set forth in the notice
posted in the Hall of the Club.By Order,
C. H. GRACE,
Secretary.

Hongkong, 19th March, 1898. [413]

HONGKONG CRICKET CLUB.

LAWYER'S TROUBLES.

MEMBERS wishing to enter for the above
will find the names of the CLUB, THE NEW
CLUB, and in the CRICKET PAVILION.
Entries will close on the 25th instant.

Hongkong, 19th March, 1898. [388]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN
GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship
"GISELA,"
Captain L. Breich, will leave for the above
places on MONDAY, the 21st instant, at Noon.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 19th March, 1898. [385]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PIUM, PORT SAID,
SUZ, ADEN, KURRACHI, BOMBAY,
PENANG & SINGAPORE.

THE Steamship

"GISELA,"
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.
This vessel brings Cargo—
From Trieste, ex S.S. Imperatrix transhipped
at Bombay.From Venice, ex S.S. Mastmillano
and Carlotto transhipped at Trieste.Optional Cargo will be discharged here unless
notice to the contrary be given immediately.No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Underwriter before Noon on the 25th
instant, or they will not be recognized.No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 25th
instant will be subject to loss.Bills of Lading will be countersigned by
SANDER & Co.,
Agents.

Hongkong, 19th March, 1898. [1-19 213]

NOTICE TO CONSIGNEES.

THE F. & O. S. N. Co's Steamship

"CHUSAN,"
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.This vessel brings on Cargo—
From London, ex S.S. Australia and
Shannon.

From Gwadel, ex S.S. Kima.

From Calcutta, ex S.S. Palawan.

From Persian Gulf, ex S.S. Palawan and Kima.

Optional goods will be landed here unless
instructions are given to the contrary before 1
P.M. TO-DAY.Goods not cleared by the 25th March at 4
P.M. will be subject to rent.No Fire Insurance will be effected by us in
any case whatever.All damaged Packages must be left in the
Godowns and a certificate of the damage
obtained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognized.H. A. RITCHIE,
Superintendent.

Hongkong, 19th March, 1898. [1-19 213]

Today's
Advertisements.

SCIENTIFIC PALMISTRY.

MRS. JOSEPH NORTH, FHEOLOGIST,
DISCERNER OF CHARACTER, PAST,
PRESENT & FUTURE events. ADVICE IN
BUSINESS, HEALTH & MARRIAGE.
Evening parties and at Home, attended.
CONSULTING HOURS, 10 A.M. to 5 P.M.
or by appointment.HONGKONG HOTEL,
Room No. 134.

Hongkong, 19th March, 1898. [410]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship"PATROCLUS,"
Captain Dickens, will be despatched as above
on MONDAY, the 21st instant, at Noon.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 19th March, 1898. [360]

CHINA NAVIGATION COMPANY,
LIMITED.FOR MANILA.
THE Company's Steamship"SUNGKIANG,"
Captain Drisd, will be despatched as above on
TUESDAY, the 22nd instant at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 19th March, 1898. [412]

FOR SAN FRANCISCO.

THE 100 A I British Ship

"IMBERHORNE,"
Lever, Master, Shortly expected here, will load
for the above port and will have quick de-
spatched.For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 19th March, 1898. [414]

Intimations.

DAKIN, CRICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co's WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufacturers.
Special terms to Hotels, Clubs, Messes and
other Large Consumers.Any complaints should be addressed to the
Manager.

Hongkong, 1st March, 1897. [30]

WANTED.

A GOVERNNESS. Salary according to qual-
ifications and experience. Apply with
full particulars to
S,
c/o Hongkong Telegraph Office,
6 Pedder's Hill,
Hongkong, 18th March, 1898. [408]

WANTED.

AN ASSISTANT ELECTRICAL ENGI-
NEER Apply by letter, giving references
and Copies of testimonials.TO THE MANAGER,
Hongkong Electric Co., Ltd.,
Hongkong, 16th March, 1898. [393]

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA,
and
36, DIVISION STREET, KOBE.

Hongkong, 19th March, 1898. [324]

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London
House, bought direct at first hand, imported in
wood and bottled by ourselves, thus saving all
intermediate profits, and enabling us to supply
the best goods at MODERATE PRICES.PRICE LISTS, with Full Details, to be had on
Application.PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at
the Dispensary before being sent out.SHERRY.—Excellent Dinner and After Dinner
Wines of very superior Vintages. All are
true Xeres Wines.CLARET.—Our Claret, including the lowest
priced, are guaranteed to be the genuine
product of the juice of the grape and are
not artificially made from raisins and
currants, as is generally the case with Cheap
Wines.BRANDY.—All our Brandy is guaranteed to
be pure Cognac, the difference in price
being merely a question of age and vintage.WHISKY.—All our Whisky is of excellent
quality and of greater age than most brand
in the market. THE SCOTCH WHISKY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.We only guarantee our Wines and Spirits to
be genuine when bought direct from us in the
Colony or from our authorised Agents at the
Coast Ports.A. S. WATSON & CO., LD.,
THE HONGKONG DISPENSARY,
Hongkong, 18th December, 1897. [7]

The Hongkong Telegraph

HONGKONG, SATURDAY, MARCH 19, 1898.

UNLICENSED LIQUOR-SELLERS.

When people pay license fees to the
Government for the right and privilege of
carrying on any particular business the
least they can expect is that the Govern-
ment will accord them some measure of
protection against illegal trade. The
publican is a well-abused man, but he
is within the law; he pays a heavy license
in Hongkong, all the way up to \$480, and
yet he encounters constant competition
from people who do not contribute a
cent to the revenue. It is always unsat-
isfactory to see trivial faults severely pun-
ished while wholesale law-breaking is
permitted. Let a hotel-keeper keep
his doors open a little beyond the fixed time
and he is summoned and fined pretty
amply. If a few jollies are caught in a
trifling gambling game, the stakes a few
cash as often as not, they are tied together
by the queues at once and locked in the
police cells; the possession of an infinites-
imal quantity of opium unsanctified by
the "farmer's" seal also means im-
mediate arrest and a heavy fine. But
the police seem most carefully to blink
the fact that there is a big trade illegally
done in liquor in the Colony. All through
the hours when the hotels are closed, as is
a well-known fact, grog is being sold in
private houses and the vendors seem to
enjoy the most complete immunity from
the pains and penalties provided for
such doings. It is idle to say that
the authorities are unaware of this
state of affairs and the fact that it is
allowed to continue is not at all com-
plementary to the powers that be nor is it
fair to the licensed victuallers. People with
grievances as a rule are thresome, but the
publicans of Hongkong are certainly
suffering an injustice, the removal of
which they can well claim both on the
grounds of law and fair dealing.
In other British possessions "shebeening" is
put down most rigorously and, as it is
understood we have some smart men in
our police force, we would suggest that
they devote a little of their detective skill
to putting down this illicit trade, both in
the interest of the licensed victuallers and
of the public generally. The amount of
harm that is done in the Colony by such
places is very serious. At present we
refrain from going into details, solely
because (greatly against the grain and
contrary to our principles) we defer to the
wishes of some people who object to the
publication of the truth, and call it "poking
into private life" and "stirring up the mud."
A public evil ought not to be
ignored, for any reason.

LOCAL AND GENERAL.

The buying rate for sovereigns is \$10.71 per £.

For housebreaking and theft at To Kwa Wan
Chau Pui to-day received a sentence of six
months' hard labour.For stealing two catfish of cement from some
works in Potensien Street, a coolie to-day was
sent to gaol for two months with hard labour.P.C. HAMMOND at the Magistracy to-day charged
the master of the launch *Siam Yuen* for playing
without a certificate. A fine of \$5 was imposed.H.M.S. *Centurion* was beaten by six goals to
nil by the G.C. K.O.R. in the semi-final of
the Football Challenge Shield at the Happy
Valley this afternoon.A CHINAMAN was to-day charged at the Magis-
tracy with obtaining three bales of ginseng by
means of a forged delivery order. Evidence as to
arrest was taken and he was remanded till the
23rd inst. at 3 p.m.The "off duty" men of the police force gave a
hearty send-off to two of their comrades, Messrs
Findlay and Wright, who went home on the
P. & O. liner *Bengal* on leave after five years
service in the colony. Several launches came
off to the ship laden with friends and the two
officers were the recipients of many good wishes.Mr. J. J. Bryan, newly engaged from home as
Sanitary Surveyor in the P. W. D. is now in the
Government Civil Hospital suffering from very
serious injuries to the head. He says that early
yesterday morning he accidentally collided with
some coolies on Plantation Road near the tram
station. One of them struck him on the head
with a shovel and they all ran off. No arrests
have been made so far.The political atmosphere grows darker yet with
the shadows of Dual and Triple Alliances.
According to the *Brilliant Tagblatt*, Belgium
and Holland are about to conclude a defensive
alliance. If the Prince of Monaco now conceives
and executes the Napoleonic idea of a triple
alliance with the Republics of San Marino and
Andorra, England will be isolated indeed.
Where will be our command of the seas when
the fleet of Andorra is mobilized?A RICKSHA coolie who tried to "ring the
changes" on a sapient of the R. E. got a well-
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The soldier had given a genuine British dollar
to a coolie to change for him and after paying
him off defendant came up with a counterfeit
yen which he said was the coin that his friend
had changed. The yen was only worth ten cents,
and so it was a clear case of "trying it on" the
Magistrate inflicted the above punishment.At the rooms of the Engineers' Institute last
evening Capt. G. C. Anderson read his paper on
"The corrosion of Iron and Steel and its causes."
There was a good attendance and Mr. W.
Ramsay presided. The paper was of a very
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Kiaochow. Of course there was the usual noisy
interchange of compliments with the vessels of
other nationalities and each vied with the
other in making the greatest row. Some of
the foreigners were enormous saluting charges
and they caused windows and doors on the *Praya*
and on the upper levels to rattle in a manner
that is far from pleasant for anybody who's
troubled with "neuralgia." It's a barbaric piece
of work after all and as we have said before, the
sooner a quieter set of *china china* is introduced
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TELEGRAMS.

("HONGKONG TELEGRAPH" SPECIAL.)

RUSSIA AND PORT
ARTHUR.

AN ULTIMATUM.

APPEAL TO GREAT BRITAIN.

TIENTSIN, March 19th.

The negotiations between Russia and
China in reference to Port Arthur have
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communication from the Russian Govern-
ment calls for a decision by the 26th
March (Saturday next) as to the proposed
lease of Port Arthur to Russia on the
same terms as that of Kiaochow to Ger-
many. The Chinese Government has
appealed to Great Britain to use her
influence, through the British Minister in
St. Petersburg, to bring the negotiations
to a satisfactory issue.

REUTERS' MESSAGES.

THE RIGHT HON. RITCHIE ON THE
SITUATION.The Right Hon. C. T. Ritchie at a banquet
at the London Associated Chambers of Commerce
admitted that there was considerable cause for
anxiety in the Foreign situation but he believed
that all matters both in China and West Africa
would be settled amicably.

SPAIN AND THE UNITED STATES.

The Spanish Government has made friendly
representations to Washington and says that
war, considering the circumstances, would be a
crime against humanity. In the meantime pre-
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HONGKONG.The Assistant Colonial Secretary transmits to
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EXCITING EXPERIENCES OF THE "COSMOPOLIT"

TRYING TO MAKE PORT PICKERHILL.

The German steamer *Cosmopolit*, which left Hongkong for Kobe last Saturday, had a bad accident in the Formosa Channel on Tuesday night, Wednesday morning. Her cylinder cover blew off bodily. Fortunately nobody was seriously hurt, as far as we have been able to ascertain, but the vessel was completely disabled. After a while she was picked up by the French mail steamer *Ernest Simon*, a little north of Chapei Island. The mail boat was bound from Hongkong to Shanghai, and in response to signals of distress offered to tow the *Cosmopolit* into Amoy. This was only a short distance, but the weather was so rough that the tow-line tore away the *Cosmopolit's* winch. Then the hawser was made fast to the foremast—and carried that away too! Fearful of letting go the *Cosmopolit's* keel by the roots at the next attempt, the mail-boat fled the scene and made the best speed she could for Shanghai, while the remnant of the German ship anchored outside Amoy till tug-boats came out and brought her in tenders. She still has her funnel and masts, and some of her deck and rigging remains up of the water at a Lucknow Veterans' Dinner, where one battle-worn warrior called out "Here, take off my leg" (wooden, of course), another "Here, take off my left eye" (a glass one), another "Here, put my teeth in a bowl of water," while the fourth scared the waiter to death by wiggling his head fiercely and calling to have it taken off!

DEPARTURE OF THE COLONIAL SECRETARY.

The Hon. J. H. Stewart Lockhart, Colonial Secretary, together with Mr. Lockhart and family left to-day by the *Yagow* on a trip to England. A large number of prominent people assembled at Pender's Wharf to bid him *adieu*, many also going off the ship including a fairly large number of ladies. About three launches of very tawny Chinese and a slight sprinkling of Chinese gentlemen also went off to the *Yagow*. It was curious to see the sheep and goats together like they were on those launches, that worthy and distinguished member of the Council, Dr. Ho Kai, together with the sheep, slinking, snuffling, commencing from Bonham strand. One launch, filled with Chinese, towed a sampan astern loaded with crabs. They went round and round the *Yagow* with a belated pandemonium in full swing and when it was allowed they were calmly informed that the Honorable Sir had not yet come on board. As far as we know there was no banner presented to Mr. Lockhart this time comparing him to "Ka the Long-Headed."

"NIOBE"

Last night the Brough Comedy Company produced "Niobe," a mythological farcical comedy, by H. and E. Panton. The idea of the piece is that an enthusiast has bought a statue of Niobe, to which attaches a legend to the effect that it is in reality the original and only genuine Niobe turned to stone. The statue is deposited with an insurance agent for a time, and as he is having the electric light put into his house some of the wires become wound around the feet of the statue and when the current is turned on, it revives her. Niobe walks out whence she came, and is again, all its family having gone to the theatre. Fearing that if he tells the truth he will not be believed, he believed to pass the unbidden guest on to the governors, and when that fails through, as his sister, and so goes on from life to life, only to get more hopelessly involved, until at last the enthusiast comes to claim his statue and all its exploitations. As would naturally be expected, the owner of the living statue proposes to be accepted by his piece of property.

From start to finish the whole piece bubbles with fun and two better exponents of the principal parts of "Niobe" and Peter Amos Dunn, the insurance agent, than Mr. and Mrs. Brough would be hard to find. Mrs. Brough in her Greek costume looked simply exquisite and her grace of movement greatly added to the artistic effect of her dress. The scene where the statue is first depicted in the insurance agent's house was very fine, the colored light effects on the statue being exceedingly beautiful. Mr. Brough was extremely quiet at home in the part of Peter, and his acting was irretrievably comic. Then her parts were of course quite minor ones but still the members of the company managed to put plenty of life into them. Miss Watt-Tanner, as the elder sister of Peter's wife, was most amusing, her delineation of the quite-too-excessively-proper and interfering old maid being capital. Mr. Roberts as Philip Jennings, the husband, was very much to do, he did it finely and was invariably greeted with a roar of laughter whenever he appeared. Miss Temple took the part of Caroline Dunn, the wife of Peter, and was evidently quite under the thumb of her old maid sister, who managed the household and her husband for her. Miss Hardy as Mrs. Dunn's younger sister was very bright and skilful and her pranks greatly added to the general fun. Miss Harrington, as the real governess, was the picture of refinement and her discovery that the statue had paraded her wardrobe, and one quite pious Peter when she took him to task about it. Mr. Shine made a capital Cornelius Griffin, and the part of the art enthusiast was well carried out by Mr. M. J. Jones.

Niobe is certainly one of the greatest hits that the Broughs have made here, and it is a pity that to-night will be the last performance. The audience were in tears of laughter the evening and no sooner was the curtain closed than concluded than another crowded one. Those who go to the play, to thoroughly enjoy themselves should certainly take the opportunity of seeing "Niobe."

CANTON NOTES.

THE ABOLITION OF THE "LO TI-SHUI" TAX.

(From Our Own Correspondent.)
CANTON, March 18th.
I wired you yesterday to the effect that the *Loi-tshui* (Destination Tax) Farm has been abolished and I now confirm that news. It was done under orders wired from Peking by the Tseung Yamen on the 15th inst. The *Loi-tshui* on kerosene was thirty cents per case and was a wholly illegal tax which the Viceroy (Tan Cheng Lio) turned out for Tls. 200,000 per annum. Of course the Viceroy lets himself down as gently as possible, and in his proclamation on the subject he states that upon receipt of a telegram from the Tseung Yamen stating that as the Farmer of the *Loi-tshui*, supported by his mode of collection, when dealing with merchants it is better to abolish the Farm. He (the Viceroy) therefore issues the proclamation and directs that the "local Loke on Kerosene oil be collected in future by the Loke Bureau." It is to be hoped that the Controls will see to it that the infamous *Loi-tshui* Farm having been abolished, no more illegal "taxing" of kerosene oil or anything else shall be carried on here. If it is, let the Viceroy be warned that he will permit such a outrage at his seat. Surely such a scandal will not be tolerated as the old Viceroy and the Loke managers seem to contemplate.

ENGLAND, RUSSIA, AND FRANCE IN ASIA.

REMARKABLE STATEMENT BY M. DE LANSERAN.

M. de Lanseran, some time Governor-General of Indo-China, and one of the few Frenchmen of note who have the courage to advocate a good understanding between his country and England, published a remarkable article recently in the *Rappel*. He says:—

"While Russian journals and periodicals are calling upon us at one time to abdicate our most sacred and patriotic sentiments and make friends with Germany, just to oblige them, at other times to quarrel with England, who in spite of all her faults, is our best customer, it is expedient to consider what is the position of our ally."

M. de Lanseran then proceeds to point out some of the preponderant position in the extreme East by having prevented the dismemberment of China by Japan, secured the goodwill of China, and by the construction of the railway across Manchuria having placed the Celestial Empire virtually under his command; secondly, by the Trans-Siberian Railway M. de Lanseran holds that Russia will monopolize a great portion of the goods traffic which now uses the Suez Canal; thirdly, by the prolongation of the Western Asiatic Railway to Samarkand, and to what he describes somewhat inaccurately as the southern frontier of China, M. de Lanseran takes it for granted that Russia is the mistress of Central Asia. Then China is destined to be "divorced" from the world, whose position in Asia no other nation can compete with. At the same time, he does not believe in any conflict between Russia and England, whose spheres of influence are, he considers, effectually divided by Afghanistan and the mass of mountains which stand between them. Therefore, he adds:—

"I regard as mere romance the narratives to be found in certain French Colonial organs of future battles between the Russians and English in the gorges of Afghanistan, the Pamirs, and Tibet. I believe on the contrary, that Russia and England are far more likely to come to an understanding and divide their influences. Russia holding the region to the north, and England the region to the south of the great Himalayan Range. Compared to the enormous influence brought to bear in the north on five or six hundred millions of individuals, and in the south on three hundred and fifty millions, the French Indo-Chinese Empire, with its twenty millions of human beings, forms but a very small territory in a very perilous situation. If the British and Russian Governments are not bereft of political good sense, that arrangement in the distant future seems to me far more probable than their running at each other's throats for the possession of Hindostan."

M. de Lanseran avers that, while Russia has gained influence in Asia, she has lost influence in Europe. Before the Great Turkish War Russia was paramount at Constantinople. Her place has now been unquestionably taken by Germany, not only in Turkey proper, but also in the Balkan States. M. de Lanseran continues:—"The attitude taken up by Bulgaria and Serbia is causing legitimate disquietude at St. Petersburg, where it is feared that these countries are in quest of another protector."

The political situation in St. Petersburg, says, also causing misgivings at St. Petersburg, and he quotes a Russian paper—the *Echo d'Asie*—which expresses a hope that Russia and France will draw the sword if Germany tries to hurry on a solution to her advantage. He remarks thereon:—

It is strange to say the least, to find those Russian organs which have plainly told us we must not count upon Russia to re-compensate Alsace and Lorraine, claiming our assistance against those who have dismembered our country. But as a conflict of influence and interests has arisen between Germany, who has triumphed, and Russia, whose diplomacy has been, if I may so to speak, an expression, howled over by German diplomacy, it surely behooves France not to give herself away and make friends rather than enemies of the nations who find Germany very obnoxious in the way."

WHAT LORD ROSEBERRY MIGHT HAVE DONE IN 1893.
Some noteworthy comments on the Anglo-French situation are reported to have been made by M. de Myre de Vilers, the first French resident in Madagagascar and the late Plenipotentiary of France in Siam. M. de Myre de Vilers considers that there is a tide in the affairs of nations as in those of men, which, if not taken at the flood, may never recur. This decisive moment in the history of his own country he places as far back as the date when France could have intervened in Schleswig-Holstein. The failure to do so, he believes, was a fatal error, and after his visit to Sadowa it was too late. Coming to England, M. de Myre de Vilers is quoted as saying:—

A like occasion to assert herself came to England in 1893 amid the Anglo-French difficulties in Siam. At that time Lord Rosebery had a very just conception from a British point of view. He said for himself that England had colonies all the world over. It was therefore essential that her prestige should not be kept intact, but that it should be asserted with authority. Against France, against France, in close contact with those of Great Britain, and the only Power with a maritime force sufficient to form the nucleus of a serious coalition against the Russian fleet. And do not forget that the Franco-Russian Alliance was not an accomplished fact, whilst Germany was dead against us. England then had a splendid chance of destroying that fleet and of securing on the Pacific for half a century at least. She might have come forward in dazzling fashion as the savior of the East, and the programme of Elizabeth, Cromwell, and William of Orange in her hands. She was on the brink of this war. Somehow, from want of decision, or as some say by the intervention of the Emperor William, she drew back. England will never find this opportunity again."

M. de Myre de Vilers admits that even against a European coalition, and perhaps with Italy up her sleeve, England might win a naval victory. But this, even coupled with the impossibility of invading her, would be inadequate.

There is nothing wild in the supposition that Turkey, in obedience to the suggestion of Germany, might join the conflict by an invasion of Egypt for the purpose of restoring it to the dominion of the Sultan. England would, therefore, play a dangerous game if she declared war against us to-day. I conclude, therefore, that no rupture between the two neighbors is to be apprehended. Great Britain, moreover, is aware of her position. That is why she allowed us to take Madagagascar, an act of occupation which paralyses over 120 degrees of longitude the execution of the plan she had formed for laying hands on the Indian Ocean; and that is why she submitted to the intervention of the German Emperor in the Transvaal, and it is also the reason why she gave way before the intervention of the United States in the Venezuela question.

RAILWAYS FOR CHINA.

MR. BREXON'S MEMORANDA.

H.E. Chang Chih-tung bids fair to rival Li Hung-chang in the number of interviews which he has had with foreigners, and in the pliancy of his questioning. Subjects that have busied the minds of experts in Western lands for scores of years are naively enquired into by the astute Chang, who expects ready answers to his impromptu interrogations. If he were to confine himself to asking answers from men on their line of thought and business, the task of his visitors would be easier, but it is always more than probable that he will ask an engineer concerning some problem of banking or exchange, and puzzle the financier with enquiries concerning currency. During Mr. Brexton's residence in Hankow as Commissioner he was naturally in direct communication with H.E. Chang, and had several long and interesting conversations with him, "at which the topics of conversation were many and diverse." It seems to be taken for granted now among viceregal incumbents that Commissioners are in the same condition as the Professor whose hobby was science and whose pastime was emasculation, for when Chang was at Nanking during the war he chose to bring down with him from Hankow the Commissioner, whom he placed in charge of the forts and ships of the Yangtze. If Mr. Brexton's predecessor could have been braver than such a man, he would have been a critical time, and have possibly made a creditable success of it in the mind of Chang, there ought not to be any good reason why he should not know something about railways, although his ordinary occupation leads him rather into problems concerning trade. In the home lands, where the professions pursue so exclusively their own lines of work, it would not be considered proper for a man eminent in his own profession to trespass into the chosen territory of another profession and to give advice on matters which he has not studied, but in China "all things are lawful." Mr. Brexton has not therefore overstepped the bounds of propriety according to local usage in expressing his opinion concerning "Railways and Inland Taxation," and it is surely a high compliment to him that H.E. Chang should have asked that his conversations should be preserved for permanent form both in English and in Chinese. The Inspector-General, who is ever alive to anything that will awaken and benefit China, has given publicity to these memoranda by having them published in a special series of the Imperial Maritime Customs.

The hypothesis from which Mr. Brexton bases his conclusions is that "China, with her free trade policy, as far as possible, have railways for her country's good and not for speculation alone. China should not therefore positively adopt without modification the system of any country, nor place her railway business exclusively in the hands of any one nationality to lay down for her a railway design. China has the good fortune to be in a position which the European countries have not enjoyed; she commences her railway system without anything to bind her to any particular policy. She can adopt any plan or system which seems desirable, and she has the experience of the whole world to profit by. Everywhere else, railways have been built a little here and a little there, and they have had to be brought together in a general system as best they could. China has a military purpose in wanting railways, but as China is a peace-loving country she only wants them for purely military purposes, but can give full consideration to commercial considerations."

The various systems of railway construction and management are outlined. The "State System" by which Governments build railways with public money and operate them on their own account is objected to by Mr. Brexton, as even in European countries it tends to be wasteful. He fancy that in this statement lies hidden a suggestion for the "Mandarin System." The "Guaranteed Railway" system, as it is found in India, are built by private people but guaranteed by the government revenue to pay a certain fixed interest. This plan is not recommended to China, because it would endanger the public revenue which has now all the burdens which it is possible for it to endure. "Assisted Railways," like those in the Western part of the United States or India, have either had the advantage of borrowing money at low rates of interest to be repaid during a long term of years, or have had large tracts of new land to be sold, through which the railways are to pass. The former system, which is that of "Railway Concessions," by which foreign companies are allowed to build and operate railways under certain conditions and contracts with the Government. This system, which is found in the South American countries, is strongly disapproved of by Mr. Brexton, because of the large number of Foreign Powers which have interests here. If the concessions were divided up amongst the different nations no uniform system would be followed, and the railway companies would be at war. Then again, China has no code of commercial law such as is found in Western lands by which disputes could be adjudicated, and it would be necessary to settle them in Consular courts. Notwithstanding the difficulties in the case, Mr. Brexton is still of the opinion that concessions are feasible if China were to allow them with great caution, for in that event she would be relieved from any direct financial responsibility. The most satisfactory method recommended is that of allowing the Government to give companies to undertake the building of railways and management of them as a purely commercial concern."

The two chief objects to be kept in mind are to bring the interior into close connection with the sea and navigable rivers, and to bring the capital into close connection with the provinces. This would make it necessary to build the first line from Peking to Hankow, which ought to be extended through Kiangsi or Hunan on to Canton, with branches into Fokien and Kiangsi, and later into Yunnan and Kweichow. From the Peking-Hankow line a branch ought to be constructed to connect with the Yangtze bank, north of Nanking or Chinkiang, which could be pushed on to Soochow, Shanghai and Hangchow. Branches into Shansi and up into Manchuria ought to be sent out from Peking. This is a large programme which Mr. Brexton proposes, but it would bring all China together and make possible a harmonious and centralized government. The estimated cost is about Tls. 20,000 per li which, we have reason to believe, is about what several expert engineers have also arrived upon. Supporting the distance from Peking to Canton to be 6,000 li, the cost of the whole line would be Tls. 120,000,000. The management and control has been frankly dealt with by Mr. Brexton, who believes that "mixed Boards of Native and Foreign Directors could be established and made to work satisfactorily." This plan would give China a voice in railway affairs, and would also ensure honesty and thoroughness of control. It would also enable the Board to get the best class both of foreign and native employees, as "foreigners are the best judges of foreigners and Chinese of Chinese." This outline of the suggestions of Mr. Brexton suffices to show the value of the thought, and line which he has devoted to this subject, which is at present of engrossing interest to China.

N. G. D. N. W.

LIEUTENANT PEARY IN ENGLAND.

TO LECTURE AND TO CHOOSE A SHIP.

Lieutenant Peary is a fine, tall specimen of a man, more of a soldier than a sailor to look at. There is a great about him that seems capable of overcoming any more mundane difficulties. He is the kind of man to go where he wants, and it is to the North Pole—well, what's the good of not him? Our representative, save the *Pall Mall* Mail, is endowed with the same sort of qualities, and having missed the Lieutenant in his morning, he barges in late in the middle of a luncheon party at the Royal Society Club and proceeded to extract information forthwith. It is to Lieutenant Peary's credit that he stood this amiably, much as one submits to have a tooth out without making a fuss. It was a complicated task too, because at the same time he had to talk to Mr. Jackson, make arrangements about his lecture with Mr. Scott Keltie, eat his lunch, and decide between the rival claims of Edinburgh and Newcastle for his next visit. Gossipers playing five games of chess blindfold was not in it.

Lieutenant Peary, who is an officer in the United States Navy, was born in Pennsylvania, but having been educated in the State of Maine, calls himself a Maine man. He speaks with the faintest perceptible American accent. In answer to a question as to how he first became drawn to Arctic work, he replied:—

"Well, I suppose I'd read a good deal about it, as boys mostly do, and I made up my mind to it somehow."

"When was your first voyage?"—"In 1886, I went up single-handed to Greenland, on a reconnaissance, as you might say, to see how the land shaped. Then in 1891 I made my first real expedition; it was up there fifteen months. Back again in 93 for twenty-seven months on a stretch. Then I took two summer voyages, in 1896 and 1897. That's about the sum total of it."

"How many times did Mr. Peary accompany you?"—"She was up three times. She went on my first trip, but left before I did on the 93 expedition. She had a little girl born up there."

AN ICE-SHIP NOT WANTED.

"What was your object in Greenland?"—"Exploration. I surveyed the N.W. and N. of Greenland, and crossed it in the upper half, as Nansen did in the lower. Now I am frankly going to try to get to the Pole. I believe it can be done."

"Have you any theory as to what the route will be like?"—"It is utterly unsafe to expect anything in Arctic work. There may be land, and there may be currents such as the one that Nansen tried, but we cannot tell at all. There is an archipelago of islands to the north of Greenland which we shall explore, and these may extend to any distance. I have not examined them so far."

"What ship are you going to?"—"That is partly what I am over here about. I want to see what they've got in Dundee before I make my decision. I know most of the wharves, and there may be currents such as the one that Nansen tried, but we cannot tell at all. There is an archipelago of islands to the north of Greenland which we shall explore, and these may extend to any distance. I have not examined them so far."

"You don't want an ice-ship, like the *Frank*?"—"No, that would be no use to me, as I shall leave her behind in any case."

"Have you ever lost a ship?"—"Not once; not yet a man, except one who slipped into a hole and was drowned."

"How long shall you be staying in England?"—"Till Saturday week. I go north on Wednesday or Thursday, and shall be back in time for an Arctic meeting at this club."

Lieutenant Peary had to leave in order to keep an engagement at his hotel, and as his geographical attainments did not extend to the circumnavigation of Pall Mall and Trafalgar-squares, our representative threaded his skilfully through the mud and the masses of Cialland, and deposited him in safety at the door of the Hotel Victoria. Here he expected to see the seventy-ton motor-boat which Lieutenant Peary brought last year from Melville Sound, but this little barge was unfortunately left behind in America, and so he had to go away disappointed.

LECTURE TO THE GEOGRAPHICAL SOCIETY.

There was a large gathering of members of the Royal Geographical Society and friends last night to listen to Lieutenant Peary's paper on his Greenland expedition, and to hear the remarks of Sir Clements Markham was in the chair, and among those present were Sir Leopold McClintock, Sir George Nares, Professor Bonney, Admiral Ommanney, Mr. Jackson, Sir Henry Norman, the Warden of Merion, Sir Martin Conway, Professor Hughes, Mr. A. P. Maudslayi, the Swedish Minister, and Mr. Scott Keltie (secretary).

The meeting was held in the lecture room of the London University, Burlington-gardens. Lieutenant Peary, clad in the smart uniform of the United States Navy, began his lecture with a tribute to the century-long efforts of British explorers to reach the Pole, and to the grand work accomplished by them in the Arctic regions. In the long-measured speech, characteristic of those who have wrestled with arctic phenomena, the lecturer then went on to give an account of his explorations in the interior of Greenland—the most absolute desert in the world, the Sahara of the north. On this vast snowfield there is neither rock, verdure, nor animal life; to be seen is a white, featureless expanse. His first journey was in 1891, from Whale Sound to Independence Bay and back again, mostly at an elevation of considerable magnitude. On his second expedition, with Independence Bay as his nominal base, Lieutenant Peary encountered a series of disastrous blizzards and a temperature of -40 deg. In this inclement climate his little daughter was born, and it is scarcely surprising to hear that Mrs. Peary decided to return home. It seems rather ridiculous that she went on the expedition at all.

AN UNWARRANTED DISCOVERY.

The Lieutenant himself and some of his faithful Eskimos pushed on towards the base. This they eventually reached after his sufferings, with a bare remnant of their dogs and in a starved condition. There was nothing for it but to return. With one dog only the party reached Whale Bay, and so the second expedition, lasting twenty-seven months and all, ended in failure. One of the discoveries made—more striking than pleasant—was the incessant drift of light snow with the wind, varying from one to four feet. Lieutenant Peary described his first discovery of the highlanders and the glacial ice from early prospecting to be meteoric, and Lieut. Peary was fortunate in being the first to discover the ice masses from which the Eskimos derived their supply. It says something for this blighted race that they had the intelligence to know how to avail themselves of the metal that Providence had sent them.

In a third stage of his address Lieutenant Peary sketched the growth of his idea that the route through Smith Sound, on the north-west of Greenland, was not only the best but the only practicable route for getting to the Pole. Nansen had proved that there was no land on the Siberian side of the Arctic Circle; Nansen

and Jackson had exploded the idea that Franz Josef Land could be the southern termination of an Arctic continent. His plan for the forthcoming summer is conceived in accordance with this idea. Lieutenant Peary will employ picked Eskimo to transport provisions to the northernmost point of land, and will then make a dash for the Pole over the frozen sea.

The lecturer then showed a long series of most beautifully coloured photographic slides, including one of an eclipse of the midnight sun. At the close of the lecture, which was greeted with prolonged applause, there was a short discussion, in which Sir Leopold McClintock and Sir Clements Markham joined.

COMMERCIAL NEWS.

HONGKONG FREIGHT MARKET.

In their *Freight Circular* issued to-day Messrs. Lambs and Rogge report as follows:—

A large amount of chartering business has again been transacted since issue of last circular on the 5th instant, charter rates have continued to climb at a pace that has never been equalled in this market, and prospects for the near future are decidedly encouraging.

STEAM-FREIGHT.—Salmon-Hongkong rates, after business at 25 cents and 25 cents early in the fortnight and fixtures at intermediate figures, have jumped to 33 cents per picul, the highest point ever reached for steamers. Rates have differed a good deal according to size and position of boats. Offers for larger steamers have not been above 30 cents to 31 cents per picul, and the tendency generally is—in this as well as in other directions—to pay higher rates for smaller size tonnage. The demand at time of writing runs exclusively for prompt delivery; for later than March loading much lower rates are being quoted.

The strong enquiry for tonnage to load Saigon for Japan, frequently alluded to in former issues, has resulted in several further fixtures at continuously hardening rates and the demand remains steady. At the same time the enquiry for tonnage from this to Japan ports has been running as strong as last reported, though rates varied a good deal, prompt loading being demanded in any case. Quantities recently shipped for Japan and now in course of transit and contracted for forward run into very large figures, and rice prices here and at Saigon have necessarily been considerably affected by the unusually large demand in that direction. Canton values, through the short supply of the commodity there, have reached an unprecedented high level; grain there has become a scarce article, and from advice to hand serious troubles with the poorer part of the population would seem to be imminent. It is currently reported that the Canton Government are trying to influence the local guild of rice dealers to abstain from shipping further grain from this port to Japan and it is therefore just possible that a sudden stop be put to shipments.

Tonnage Bangkok to Hongkong is eagerly enquired after and small and medium sized steamers, light draft, capable of taking cargo inside the bar, are now wanted at 421 cents 37½ cts, loading not later than 2 to 3 weeks. Larger carriers are in a small way enquired after, prompt at 35 cents outside the bar loading, details of one such fixture are heretofore recorded. Latest offers have come forward for tonnage Bangkok to Japan, and two charters have been drawn for *Amoy*, *May* and *Amoy*, with more.

The Newchwang-Canton season has opened by the fixture of a China Navigation Coy's steamer at 35 cents per picul. Newchwang advises report stocks on hand to be fairly large, prices, however, are too high at present to permit of extensive chartering for Hongkong and Canton, for Amoy there is a fair demand at 35 cents, and for Kobe 30 cents is offering, one or more bids.

Coal freights have continued on the downward move and \$7.40 has been accepted in several instances, *Meji* or *Kochi* to Hongkong, April loading. Coal continues scarce, and many steamers have been unable to secure a freight and will return south in ballast.

There is plenty of demand for tonnage on time charter for medium sized boats, but owners are asking prohibitive rates. Three fixtures of which particulars are given at foot.

SALE-FREIGHTS.—No chartering has as yet been done for New York, though a vessel is likely to be wanted for May/June. For San Francisco the *Brit. barque West York* has been fixed, and is now loading. The vessel is fully engaged at about G. \$4 per ton.

COASTWATER.—German *bagge Atlantic* has filled recent requirements for a vessel Rajah to Hongkong and for Kobe 30 cents is offering, one or more bids.

There are now fresh enquiries for handy sized tonnage to load timber at Sloga; one for Hongkong and/or Shanghai.

NOTANDA.

CALENDAR.

MARCH.

Meteorological means based on ten years' observations to 1895.

Barometer 30.09
Thermometer 62.0
Humidity 85.0
Rainfall 4.08

TO-DAY.

WEATHER REPORT.
On date at On date at
a.m. p.m.
Barometer 30.00 29.88
Thermometer 63 67
Humidity 84 78
Rainfall

TO-DAY.

Saturday, 19th March, 1898.
(St. Joseph.)

Chinese—27th of 2nd moon of 24th year of Kwoon-shi.
Jewish—28th Adar, 5658.
Mohammedan—25th Shawwal, 1215.

Sun—Rises 6hr. 10min.
Sets 6hr. 50min.
High water—Morning 7hr. 30min.
Low water—Morning 1hr. 15min.
Afternoon 4hr. 15min.

ANNIVERSARIES.

1837—The Governor of Canton acceded to the request of Capt. Elliot to reside in that City.

1839—Commissioner Lin prohibited the retreat of foreigners to Macao.

1859—Nanjing was bombarded by H.M.S. *Centurion*.

1881—The *s.s. Hyakham Maru* burnt 16 lives lost.

1889—*Manila* was destroyed by fire; 25 lives lost.

1897—Fire at Jardine's Silk Factory, Shanghai; damage Tls. 177,000.

TO-MORROW.

Sunday, 20th March, 1898.
(St. Catharine.)

Chinese—28th of 2nd moon of 24th year of Kwoon-shi.

T'ing Ming or Tomb Festival.

Jewish—29th Adar, 5658.

Mohammedan—26th Shawwal, 1215.

Sun—Rises 6hr. 10min.
Sets 6hr. 50min.
High water—Morning 7hr. 30min.
Low water—Morning 1hr. 15min.
Afternoon 4hr. 15min.

ANNIVERSARIES.

1737—Sir Isaac Newton died.

1848—Governor Bonham landed at Hongkong.

1861—Mutiny on the coole ship *Robert Brown*; the Captain and part of the crew murdered.

1880—Colonel Mesquita, of Macao, after murdering two members of his family and wounding two others, committed suicide.

1891—Loss of the *s.s. Nansing*.

1895—The Borace Coy.'s Rice Mills at Bangkok burnt.

CHURCH SERVICES.

St. John's Cathedral.—Communion, 7 a.m.; Matins, 11 a.m.; Evensong, 5.45 p.m.

Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.

Union Church.—Services, 11 a.m. and 6 p.m. German *Bethlehem's* Chapel, West Point.—Morning Service, 11 a.m.

St. Francis' Church, Wanchai.—Mass (Chin.), 6 a.m.; (Port.), 7.30 a.m.; Benediction, 5 p.m.

St. Joseph's Church, Garden Road.—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point.—Mass, 8 a.m.

Western Methodist Church.—Services, 10.30 a.m. and 4.45 p.m.

St. Peter's Station Church.—11 a.m. and 6.30 p.m.

MEMORANDA.

TO-DAY, 19th March.

9 p.m.—Performance of "Niobe" by the Brough Company.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Tacoma (*Columbia*) 22nd inst.
Indian (*Sutro*) 23rd inst.

Canadian (*Empress of China*) 23rd inst.
Australian (*Guthrie*) 24th inst.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
IZUMI MARU	BOMBAY, SINGAPORE (Transhipping Cargo for Java Ports), and COLOMBO.	TUESDAY, 22nd March, at Noon.
KANAGAWA MARU	Kobe and YOKOHAMA.	WEDNESDAY, 23rd March, at 4 P.M.
*YAMASHIRO MARU	NAGASAKI, Kobe & YOKOHAMA.	MONDAY, 28th March, at 4 P.M.
TOKIO MARU	SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 1st April, at 4 P.M.

(Connecting at KOBE with S.S. YAMAGUCHI MARU sailing on the 5th April for SEATTLE, U.S.A.)

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 17th March, 1898.

A. S. MIHARA, Manager.

J. J. CARNAUD, 3, rue d'Argout, PARIS

TIN BOXES
STAMPED ARTICLES
FOR
MILITARY
EQUIPMENT

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE LEADING CATERERS.

AN EXTRAORDINARY MEETING of SHAREHOLDERS in the COMPANY will be held at the COMPANY'S OFFICES, No. 3, QUEEN'S ROAD CENTRAL, Victoria, on MONDAY, the 21st March, at 12 o'clock (NOON), when the subject of Resolutions, which were passed at the Extraordinary Meeting held on the 28th February, 1898, will be submitted for confirmation as SPECIAL RESOLUTIONS.

That Articles Nos. 53 and 122 of the Articles of Association of the Company be altered by eliminating therefrom the word "February" and substituting therefor the word "March".

That Article No. 7 be altered by inserting the words "or Extra Reserve Fund" immediately after the word "Fund" in the 4th line of the said Article.

That Article No. 121 be altered by inserting the words "and subject to the provisions of Articles 121A and 121B" immediately after the word "sum" and before the word "be" in the 4th line of such Article.

That the following Articles be inserted immediately after Article No. 121, and be numbered Articles 121A and 121B:

121A.—"Although the Reserve Fund may amount to the sum of One Million Dollars the Directors may nevertheless at their discretion from time to time appropriate a portion of the net income and profits earned by the Company in any one year to the formation of an additional Reserve Fund, to be called 'Extra Reserve Fund'."

121B.—"The monies standing at the credit of the Extra Reserve Fund may be applicable for the equalization of dividends, and such monies, or some portion thereof may, whenever the Directors shall think fit be appropriated towards the equalization of dividends."

By Order,
JAS. B. COUGHTRIE,
Secretary.

Hongkong, 28th February, 1898.

THE CHINESE INSURANCE COMPANY, LIMITED.

(IN LIQUIDATION).

NOTICE is hereby given that a SECOND and FINAL RETURN of CAPITAL amounting to \$2.75 per Share has been declared in this matter.

Upon delivery of Scrip to the Liquidator for Cancellation at his Office on or after the 21st instant each Shareholder will receive an Order on the HONGKONG and SHANGHAI CORPORATION in full settlement of his Claim against the Company.

Shareholders who have not collected yet the First Return of Capital, amounting to \$7.50 per share, declared on the 31st August, 1897, are requested to do so without further delay to enable the final winding-up of this Company.

Hongkong, 8th day of March, 1898.

J. GOOSMANN, Liquidator.

c/o Messrs. MELCHERS & Co., Praya Central.

Masonic.

CATHAY CHAPTER, No. 1165.

A REGULAR CONVOCACTION of the above CHAPTER will be held in the FREEMASONS' HALL, Zealand Street, TO-DAY, the 19th instant, at 9 p.m. precisely. Visiting Companions are cordially invited to attend.

Hongkong, 16th March, 1898.

VICTORIA CHAPTER, No. 525, E.C.

A CONVOCACTION of EMERGENCY of the VICTORIA CHAPTER will be held at the FREEMASONS' HALL, on MONDAY, the 21st March, at 5 for 5.30 p.m. precisely. Visiting Companions are cordially invited to attend.

Hongkong, 16th March, 1898.

VICTORIA CHAPTER, PRECEPTORY

A REGULAR MEETING of the VICTORIA CHAPTER will be held at the FREEMASONS' HALL, on WEDNESDAY, 23rd March, at 8.30 for 9 p.m. precisely. Visiting Companions are cordially invited to attend.

Hongkong, 16th March, 1898.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"

Captain Hodges, will be despatched for the above Ports TO-MORROW, the 20th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 17th March, 1898.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES,"

Captain Hall, will be despatched for the above Ports on TUESDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 18th March, 1898.

OCEAN STEAMSHIP COMPANY, LIMITED.

FOR AMOY.

THE Company's Steamship

"PALINURUS,"

Captain Sawyer, will be despatched on TUESDAY, the 22nd instant, at Daylight.

For Freight, &c., apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th March, 1898.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA STRAITS AND COLOMBO.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship.

"HOLLIDAY, WISE & Co., Agents.

Hongkong, 16th March, 1898.

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GHAZEE,"

Captain Bailey will be despatched as above on TUESDAY, the 22nd March.

S.S. "LENNOX" about 12th April.

S.S. "FATHAN" about 20th April.

S.S. "ENERGIA" about 5th May.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 18th March, 1898.

AMERICAN LINE

FOR SHANGHAI, YOKOHAMA AND HIOGO.

THE Company's Steamship

"ANDALUSIA,"

Captain Schroetter, will be despatched for the above Ports on THURSDAY, the 24th instant.

For Freight or Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, 16th March, 1898.

NAVIGAZIONE GENERALE ITALIANA.

(FLORIO & RUBATINO UNITED COMPANIES).

SINGAPORE, SHANGHAI AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA,"

Captain Noera, will be despatched as above on TUESDAY, the 22nd instant, at Noon.

At Bombay the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage apply to CARLOWITZ & Co., Agents.

Hongkong, 18th March, 1898.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched as above on TUESDAY, the 22nd instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th March, 1898.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BENALDER,"

Potter, Master, will be despatched as above on or about the 5th April.

To be followed by S.S. "CLAVERHILL," on or about 19th April.

S.S. "MERIONETHSHIRE," on or about 3rd May.

S.S. "QUEEN MARGARET," on or about 17th May.

S.S. "ST. NINIAN," on or about 31st May.

S.S. "CRAGGIE," on or about 14th June.

For Freight, &c., apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 15th March, 1898.

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Bayern Wednesday 30th March.

Prinz Heinrich Wednesday 27th April.

Preussen Wednesday 25th May.

Sachsen Wednesday 22nd June.

Bayern Wednesday 12th July.

Prinz Heinrich Wednesday 17th Aug.

Darmstadt Wednesday 14th Sept.

Preussen Wednesday 12th Oct.

Sachsen Wednesday 9th Nov.

Bayern Wednesday 7th Dec.

Prinz Heinrich Wednesday 4th Jan. '99.

ON WEDNESDAY, the 30th day of March, 1898, at 9 A.M., the Company's Steamship "BAYERN," Captain E. Frick, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 28th inst. and Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 29th inst. and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 29th inst. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 1st March, 1898.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Columbia 2,605 A. Gow April 5.

Tacoma 2,549 A. Dixon April 26.

Olympia 1,691 T. H. Dobson June 7.

ALSO

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Mogul 3,654 W. H. Wright Mar. 29.

Argyll 3,907 W. Ward May 3.

Bramar 3,601 E. Porter May 24.

Not calling SHANGHAI—Calling at HONOLULU.

The attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 15th February, 1898.

TAKE NOTE

It is UNIVERSALLY ADMITTED THAT TO indicate the exact use of words, no DICTIONARY can compare with the New Edition of

WEBSTER'S DICTIONARY.

At the office of the Hongkong Telegraph you can see, and procure for SIX DOLLARS, a Copy of the Webster of Webster's, the latest and most emphatic proof that Labor omnia vincit.

DUMINY & Co.

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Carte Blanche

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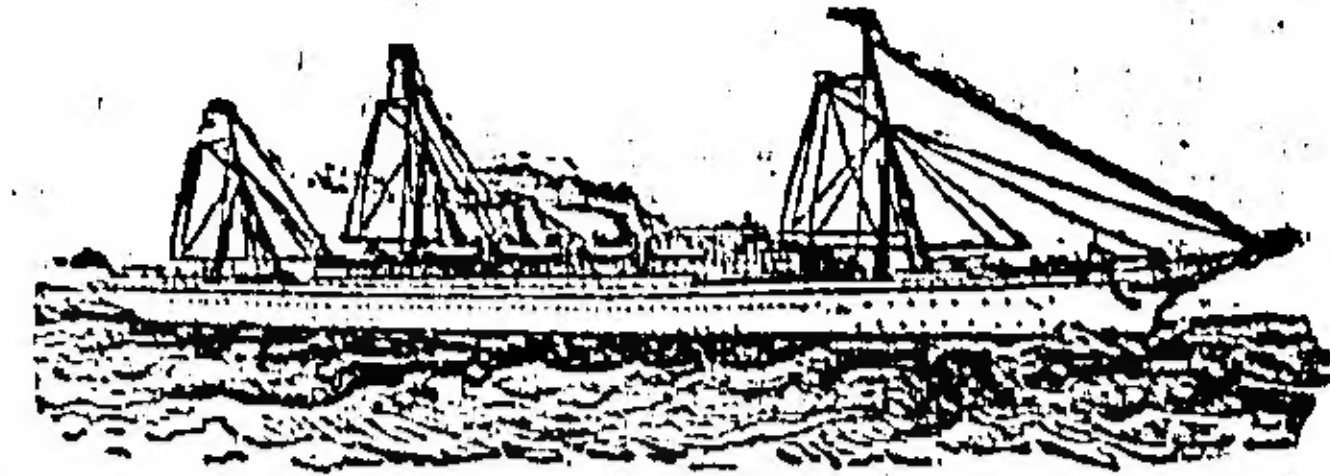
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M. OPPENHEIMER & Co., Paris.

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CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.



1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 6th April, 1898.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 27th April, 1898.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 18th May, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passenger Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddlers Street.

Hongkong, 17th March, 1898.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, AFRICA, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 19th April, at Noon.

Doris (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 19th April, at Noon.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 19th May, at Noon.

THE Company's Chartered Steamship

"GAELIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 31st March, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 50 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. on the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 14th March, 1898.

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR